ROCK CREEK BRIDCE
(Singing Bridge)
Shoshone Street West, spanning Rock Creek
Twin Falls
Twin Falls County
Idaho

HAER No. ID-21

HAER
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42-TWIFA
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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENCINEERING RECORD
National Park Service
Western Region
Department of the Interior
San Francisco, California 94102

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HISTORIC AMERICAN ENGINEERING RECORD

ROCK CREEK BRIDGE (Singing Bridge) HAER No. ID-21

Location:	Shoshone Street West, spanning Rock Creek Twin Falls Twin Falls County Idaho USGS 7.5 minute quadrangle, Twin Falls, Idaho SW1/4, SW1/4, Sec. 16, R.17E., T.10S., Boise Meridian. UMT reference = Z11 E707107 N4713892
Date of Construction:	1920
Engineer:	R. M. Murray, Twin Falls City Engineer
Builder:	Charles H. Mull
Present Owner:	Idaho Transportation Department District Four Date & West B Shoshone, Idaho 83352
Present Use:	Vehicular and Pedestrian Traffic To be demolished and/or salvaged prior to construction of new bridge in 1992.
Significance:	The Rock Creek Bridge is exceptionally unique as one of only two viaduct-type highway bridges in the Idaho State Bridge Inventory.
Historian:	Rebecca Herbst (National Park Service)
Report Prepared By:	C. Robert Humphrey, Environmental Planner Idaho Transportation Department District Four Date & West B Shoshone, Idaho 83352
Date:	March 1992

ROCK CREEK BRIDGE

Rock Creek Bridge is located in the City of Twin Falls, Twin Falls County, Idaho. Twin Falls is the largest community within the south-central part of Idaho known as the Magic Valley.

Rock Creek forms in the South Hills, approximately 20 miles to the south. It then flows northwest, through the community, and empties into the Snake River. The portion passing through Twin Falls flows within a fairly deep canyon with near vertical walls. With the exception of the canyon, the surrounding area consists of gently rolling terrain used primarily for agricultural activities. Major crops include alfalfa hay, small grains, potatoes, sugar beets, and sweet corn. These are irrigated using ground water wells and water diverted from the Snake River into the Twin Falls Irrigation Tract. The surrounding foothills are typically grasslands used for grazing with most crops being produced under irrigation.

The City of Twin Falls is the social and economic center for the Magic Valley area. Currently, the majority of businesses, schools, and residential areas are on the northeast side of the Rock Creek canyon while the southwest side use is primarily industrial.

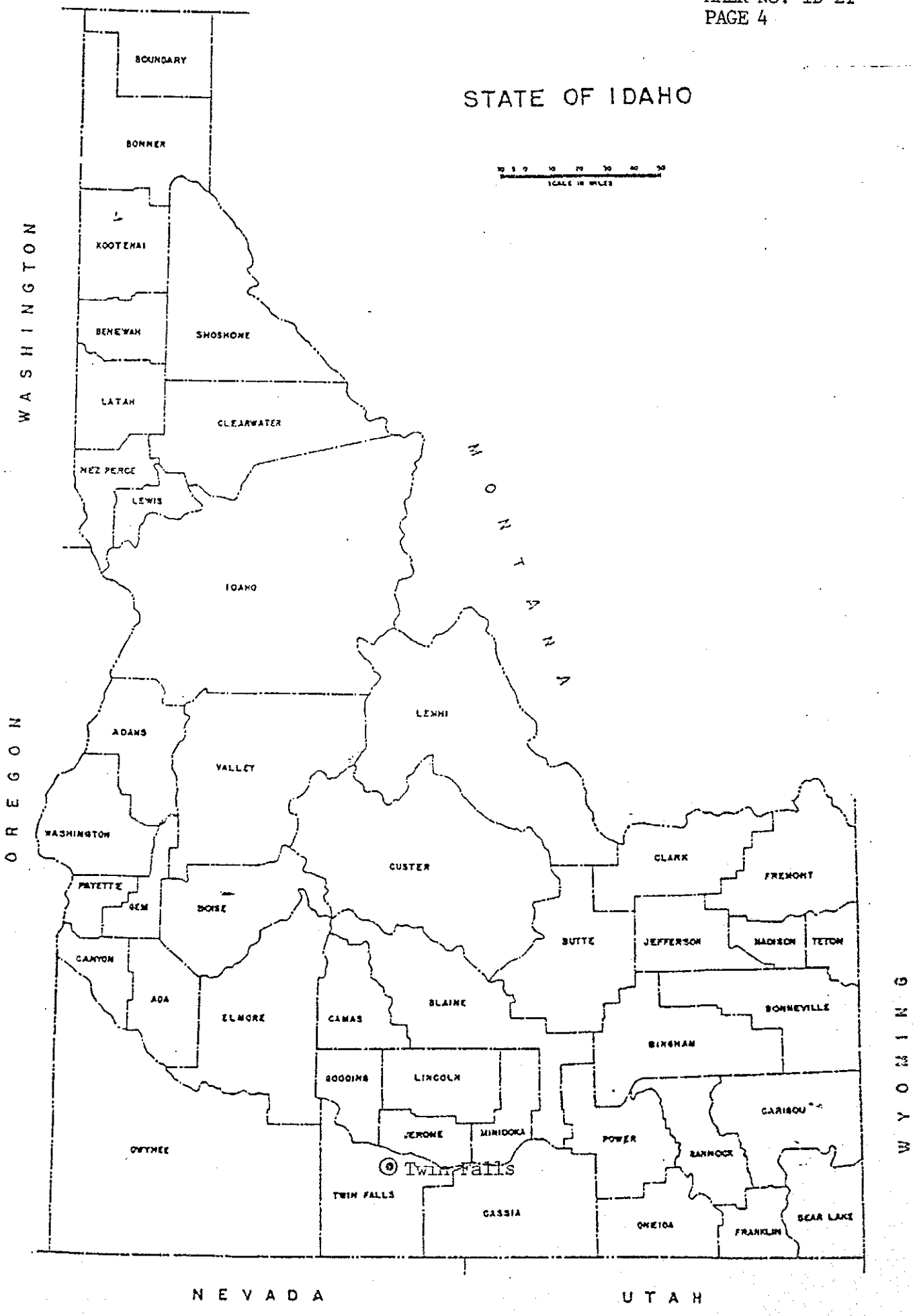
The Rock Creek Bridge ties the industrial area to the remainder of the urban community as well as providing a vital link to the surrounding rural community. The industrial area is dependent upon adequate crossings of the canyon to provide it with the raw materials needed for its products as well as a route to distribute those products. Weight restrictions placed on trucks as a result of the deterioration of the Rock Creek Bridge have significantly increased the costs associated with moving both raw materials and finished products.

The Rock Creek Bridge was erected in 1920 by Charles H. Mull. R.M. Murray, Twin Falls City Engineer at the time, was in charge of the construction. The 434 foot bridge is comprised of seven steel spans supported by steel towers. The tower legs are each supported by a concrete pedestal extending a short distance above the ground. Abutments at either end are of concrete. The roadway provides a 22 foot width. The superstructure is comprised of channel and angle sections connected with lacing bars or batten plates. Panel connections are riveted with gusset plates. Concrete sidewalks are located on either side of the travelway and are enclosed by a steel lattice railing featuring unusual geometric patterns. The deck is of open steel grid construction which was replaced in 1954. This deck and the hum created when tires move across it is the reason this structure is known locally as the "Singing Bridge."

The Rock Creek Bridge is exceptionally unique as one of only two viaduct-type highway bridges in the Idaho State Bridge Inventory. In a historical context, the structure reflects the vast improvements in steel bridge technology which made timber bridge construction obsolete. Significantly enough, Twin Falls County records indicate that several of the old wood trestle bridges spanning Rock Creek were replaced with steel structures during the decade, 1910-1920.

References

Bridge Plate
Twin Falls Co. Commissioners Minutes, 1910-1920
Herbst, Rebecca, Idaho Bridge Inventory, Volume I, History: Idaho Transportation Department, 1985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MADISON
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BONNEVILLE
BINGHAM
GOODING
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Twin Falls
TWIN FALLS
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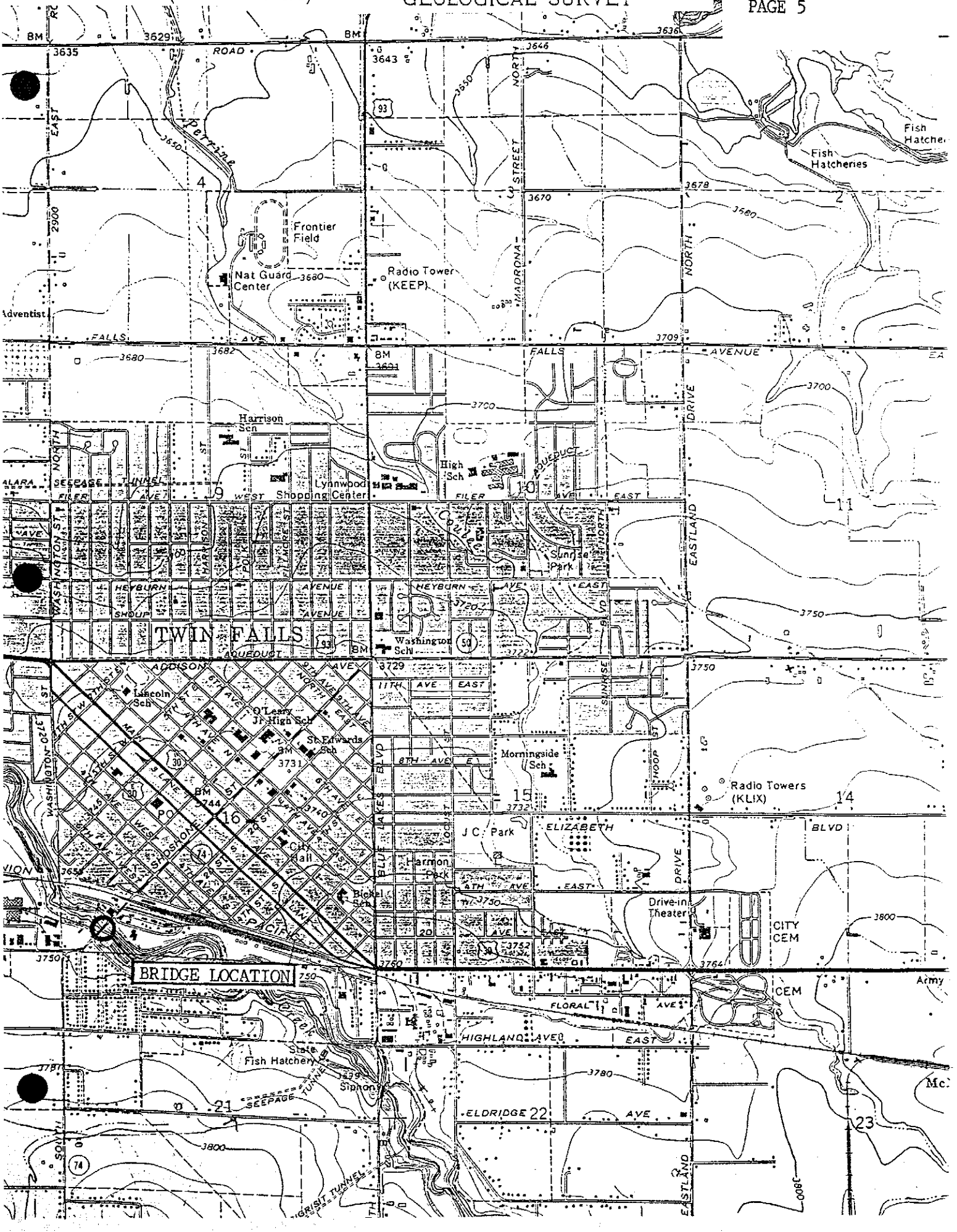
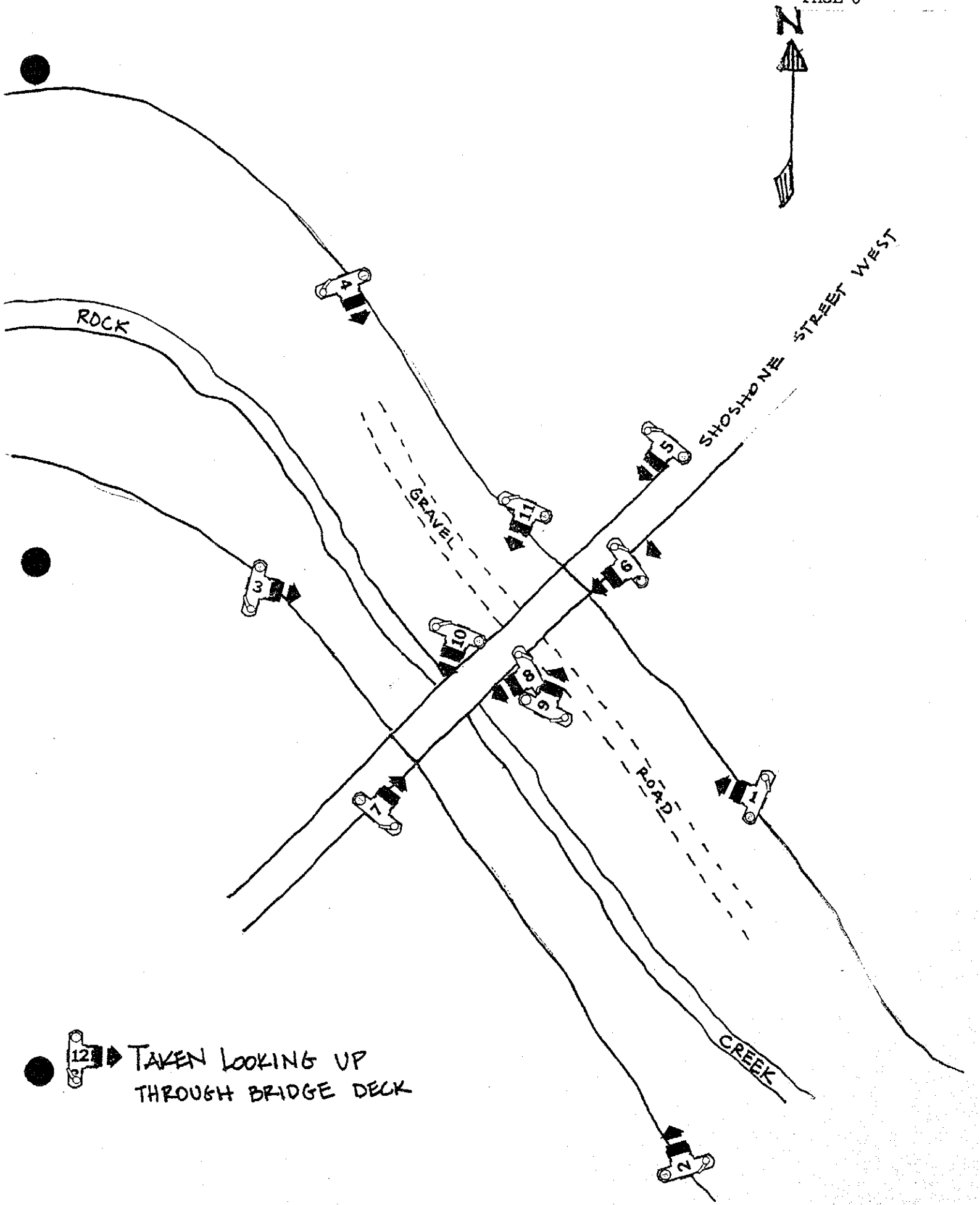
MINUTE SERIES (TOPOGRAPHIC)

DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

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